

CARPATIA IS DUE TOMORROW

Revised Figures Place Titanic's Death List at 1,312.

EXPECT WRECK STORY SOON

Latest List of Survivors Shows That a Few Men Were Taken Aboard Lifeboats During Terrible Confusion That Followed Collision With Iceberg—Only Shadowy Hint of Wreck Scenes Comes From Fog-Ruled Waters.

New York, April 17.—The Cunard liner Carpathia, bringing survivors from the sunken Titanic, got into wireless communication with the Sable Island station, according to the announcement made at the White Star line offices here. Details of the disaster, it is now hoped, will therefore be soon forthcoming.

New York, April 17.—That the only known survivors of the ill-fated White Star liner Titanic are aboard the Cunard liner Carpathia, which is slowly creeping toward this city, is the only new feature of the latest sea tragedy. The Virginian, which it was hoped arrived at the scene in time to pick up some of the survivors, was too late, and no other ships have reported finding any shipwrecked men or women.

In the icy, fog-shrouded seas where the Titanic sank, exposure must soon have destroyed those who were left to life belts or wreckage when all the boats were gone and no help had come and the great steamship had foundered. The receding Olympic continued the work of relaying the Carpathia's dispatches and the successive bulletins posted at the White Star office kept many a despairing man or woman waiting all day and sent others away thanking God.

Gave Up Lives.
It is practically a certainty now that nearly all of the men of the Titanic's company went down with the ship when she plunged two miles toward the ocean floor or that they perished miserably while clinging to wreckage or life preservers in the icy waste that betrayed them. They gave up life within sight of the little rocking boats that held their women and children. It can not be doubted now that among these were Colonel John J. Astor, leader Straus, Major Archibald Butt, George B. Widener, Karl H. Behr, Jacques Futrelle, the writer; William T. Stead, Francis D. Millet and many, many more who were known on both sides of the Atlantic. The toll of the Titanic's dead will be felt the world over. The names of the survivors wireless here by the Olympic include a small number of men who were able to find a place with the women and children in the all too few boats. Such good news as there is places among the living Henry S. Harper & Company, and Mrs. Harper; Dr. and Mrs. Frauenthal and Mr. and Mrs. T. G. Frauenthal. Mrs. John Jacob Astor with her maid is on the Carpathia, which is hurrying with survivors to this port and which should arrive here tomorrow night. Among the others rescued are J. Bruce Ismay, the managing director of the White Star line; Mrs. George D. Widener of Philadelphia, Sir Gordon and Lady Cosmo Duff, Mrs. Jacques Futrelle, Mrs. Charles M. Hays, whose husband was president of the Grand Trunk railroad; Mrs. Henry B. Harris and Mrs. Washington Dodge of San Francisco. The list of survivors includes women and children from the first cabin, second cabin and steerage. No distinctions were made when the role of the sea sent women and children to the boats and left the men to their fate.

Information Lacking.
There is no exact information as to how many souls were on the Titanic when she hurled herself against the giant iceberg. The first estimate here was 2,180, the London office estimate 2,385 and an estimate here was 2,210, made up of 325 first-cabin, 235 second-cabin, 710 steerage and 890 crew. With the lowest total and the highest list of saved there would be 1,300 lost, and with the highest of both, 1,500. But no comparison can lessen the dreadful story of broken families, of partings sadder than the imagination can grasp, of weak and suffering women wrenched cruelly from dear ones whose life was a matter of hours. Perhaps it was easier to die than to live in that short space of time while the Titanic staggered in her shroud of fog.

Her veteran captain knew the peril that lay ahead of him along the western track of steamships. Other navigators had found and avoided those pallid shapes in a smother of fog that remain the unconquerable enemies of ships. Only a few hours be-

JOHN JACOB ASTOR

New York Millionaire Who Lost Life in Titanic Wreck.



WRECK STATISTICS.

- First cabin passengers, 325.
- Second cabin passengers, 285.
- Third cabin passengers, 710.
- Total number of passengers, 1,320.
- Members of crew, 860.
- Total passengers and crew, 2,180.
- Number of known survivors, 808.
- Number who probably perished, 1,312.
- Total number of named survivors, 328.
- Members of crew manning 40 lifeboats, 140.
- Estimated saved steerage passengers, 400.
- Total, 868.
- Named survivors—First cabin passengers: Women, 141; men, 63; children, 6; total, 210. Second cabin passengers: Women, 92; men, 16; children, 10; total, 118.

fore the Titanic shattered her tremendous hulk the Hamburg-American liner Amerika wireless to the Titanic that there were two large icebergs a little east and south of the place where the White Star colossus was finally in collision. That was on Sunday, and shortly after receiving the news the Titanic herself relayed it to a land station, from which the hydrographic office heard of it. And then, there seems little reason to doubt, the Titanic plunged onward and hurled herself against these very bergs.

A shadowy hint of what followed then has come from the area of waters that are ruled by fog and frost. The wireless, modern miracle as it is, could not achieve the impossible and snatch toward the Titanic in time to save her people the grey, hounds, that were hundreds of miles away. It has not recounted clearly and faithfully the episodes of the terrible four hours while the great ship struck from happiness and peace to horror and despair, lay stricken against the groaning bergs. The story of the wireless has been maddening snatches, bulletins which skimmed the top of surprise, a few figures, some conjectures, and finally an ugly picture of a green sea strewn with wreckage and imperiled by grinding icebergs. But between the flashes of the marconigrams and with the stories of the captains who came too late, something of the tragedy of the Titanic can be written.

Received Terrible Jolt.
The Titanic must have recoiled from her destroyer a shattered and riven ship. So tremendous an impact would have crumpled up the very bed plates, shaken the mighty engines from their foundation, opened up watertight compartments, buckled plates from end to end and started rivets everywhere. It is likely that water rushed into her hull from all sides, for her keel must have been injured by the terrific drive on a mass as hard as rock. And that jar must have quenched the ships lights by injuring her electrical apparatus. It is known that the wireless worked weakly when Phillips, the operator, set about his desperate task of reaching out for help while the women and children in the boats rocked off somewhere in the dark and the men waited with shuddering hearts. And the wireless ceased muttering in less than two hours. A flutter and a letter or two and it was silent.

No tragedy of the sea has supplied a picture more intense, more staggering to the imagination. The blasting shriek of the sirens had not alarmed the great company of the Titanic, because such steam calls are an incident of travel in seas where fog rolls heavy. The hour—10:40 p. m.—was just too late for the friendly contact of salons and smoking rooms. It was Sunday night and probably the ship's concert had ended, but there were many hundreds moving up and down along the sky lights, and many no doubt on deck with their eyes strained toward the mysterious west, where home lay. And in one jarring, breath-sweeping moment all of these, asleep or awake, were at the mercy of chance.

BLAME OWNERS FOR DISASTER

Inspector Uhler Discusses Wreck of the Titanic.

LINER SHY OF LIFEBOATS

Says Objection to Room Occupied Could Be Obviated if a Few Luxuries Were Dispensed With—Representative Alexander Declares Ship Owners Chase Almighty Dollar Too Hard—Hardwick Introduces Bill Requiring More Safety.

Washington, April 17.—Speedy action by congress looking to the proper and adequate equipment with lifeboats and life preservers of ocean liners and coastwise vessels seems assured as a result of the Titanic disaster. Representative Hardwick of Georgia introduced a bill making it unlawful for any ship or other vessel engaged in ocean commerce to enter or clear at any port of the United States unless it is fully equipped with sufficient lifeboats, life preservers and other apparatus for the preservation of life to accommodate adequately persons to the extent of its passenger capacity and the number of its crew.

Discussing the need of legislation in connection with the Titanic disaster, Chairman Alexander said:

"If reports are true that the Titanic had aboard lifeboats sufficient to care for only one-third of the passengers, congress will undoubtedly act and pass more stringent laws relating to sea traffic. The trouble evidently is that lifeboats take up too much room aboard ship; the steamship lines are chasing the almighty dollar."

Supervising Inspector General Uhler of the steamboat inspection service of the department of commerce and labor said:

"I have always contended that all ocean-going vessels should be equipped with sufficient boatage to take care of the ship's company. The position which has been assumed by the owners of the big liners is that to do so would limit the number of passengers to be carried."

General Uhler stated that all that would be necessary would be to eliminate some of the luxuries which in recent years have been added to the big liners.

CRUISERS SEEK NEWS

President Impatient to Learn Fate of Personal Aid Unit.

Washington, April 17.—Deciding for the public interest steps should be taken by the government to obtain authentic information concerning the fate of the steamship Titanic, President Taft directed the navy department to dispatch two of the swiftest vessels with high-power wireless toward the scene of the disaster to establish communication with the steamer Carpathia.

The scout cruisers Chester and Salem, capable of making 22 to 24 knots an hour under forced draught, and already at sea off the Atlantic coast, were given wireless instructions by Secretary of the Navy Meyer to proceed posthaste to the scene.

The Chester is the swiftest vessel in the American navy above the destroyer class, having made 26.52 knots on her trial trip, while the Salem made 25.95 in her tests.

With these two cruisers dashing at full speed towards the path of the Carpathia, it was thought that a chain of communication with that ship might soon be established.

WILL DOCK DIRECT

Port Regulations Waived in Case of the Carpathia.

New York, April 17.—After a day of anxiety, in which repeated efforts were made to get into wireless communication with the Cunard steamer Carpathia, with survivors of the Titanic, the officials of the White Star line said that no word had been received from the Carpathia since early in the day. The message gave the names of some survivors.

The officers of the Cunard line kept sending messages to Captain Eckstrom of the Carpathia, telling him to let the company know as soon as possible when the Carpathia might be expected at this port, and for any other news he had concerning the Titanic.

The federal officers and the officers of the Cunard line are working in harmony to favor the landing of the survivors of the shipwreck when they arrive. They will not stop at quarantine, but will come right up to the Carpathia's pier, the weather permitting.

HOPE ABANDONED

Liner's Captain Sends Word All Survivors on Carpathia.

Cape Race, N. F., April 17.—A wireless message from Captain Haddock of the steamship Olympic, relayed by the Celtic, reads as follows: "Please allow rumor that the Virginian has any of the Titanic's passengers. Neither has the Tunisian, I believe that the only survivors are

WHERE IT HAPPENED

Map Showing Positions of Titanic and Other Liners.



on the Carpathia. The second, third, fourth and fifth officers and the second Marconi operator are the only officers reported saved."

Former Ohioans Safe.

Columbus, O., April 17.—William Monypeny, Jr., received a telegram from William Monypeny Newsome of Boston, saying that he had received a wireless from his mother, Mrs. R. L. Beckwith, stating that she and her husband and daughter, Helen Newsome, were safe on board the Carpathia, having been among those rescued from the wrecked Titanic. The Beckwiths are former residents of this city.

Cincinnati Woman Safe.

Cincinnati, O., April 16.—Mrs. George N. Stone of Cincinnati was among the rescued from the Titanic. She was returning from a year in Europe and Egypt with relatives. She is the widow of a former president of the local Bell Telephone company. Cincinnati steamship agents say no other Cincinnatians was on the Titanic.

Two Cleveland Men Lost.

Cleveland, O., April 17.—Ernest Crease and Roland Stanley, returning to this city after an absence of several years abroad, were among those aboard the Titanic not accounted for.

Plan to Dodge Berge.

London, April 17.—The transatlantic lines have agreed, in consequence of the reports as to ice in the Atlantic, to cross longitude 47 in latitude 40.10 eastbound.

PRICE'S SEAT GOES TO CINCINNATI MAN

Harmon Names O'Hara For Supreme Court Seat.

Columbus, O., April 17.—Governor Harmon announced the appointment of Joseph W. O'Hara of Cincinnati to succeed the late Judge James L. Price of Lima on the supreme court. Mr. O'Hara is a Democrat. His appointment makes the court stand bipartisan for the first time in a third of a century.

Postal Savings Taxable.

Columbus, O., April 17.—What looks like a serious blow to postal savings banks was given when the state tax commission instructed personal property assessors throughout Ohio that these accounts are taxable. Postal savings bonds, however, are not taxable.

Tries Suicide in Prison.

Columbus, O., April 17.—Soon after his arrest on a charge of assaulting Grace Taylor, 6, and Daisy Stansberry, 2, Edward Myers attempted to hang himself at the city prison, but was cut down in time to save his life.

Delaware Favors Taft.

Dover, Del., April 17.—The Republican state convention elected six unopposed delegates to the Chicago convention. Taft sentiment predominated.

CAPT. SMITH OF TITANIC WAS COMMANDING OLYMPIC WHEN SHE AND BRITISH CRUISER HAWKE COLLIDED



CAPTAIN SMITH AND THE TITANIC

London, April 17.—Captain E. J. Smith, the admiral of the White Star line fleet, was placed in command of the Titanic when she entered commission, just as he was in command of her sister ship, the Olympic, when she made her first voyage. Captain Smith met with disaster while commanding the Olympic last September, the liner and the British cruiser Hawke colliding in Cowes Roads. The Olympic was so badly damaged that she was laid up for three months for repairs.

FOR HIGHWAY ACROSS CONTINENT

Kansas City, Mo., April 17.—Delegates appointed by the governors of twelve States and by the mayors of numerous cities responded to the roll call at the opening of the National Old Trails' convention in this city.

The purpose of the convention, which will continue in session for several days, is to formulate plans for the construction of an improved highway across the continent following as near as practicable the route of the Cumberland Pike, the Boone's Lick road, the Santa Fe trail and the Sun-set Route.

HOW OHIOANS FARED ON LINER

- Bonnell, Miss Caroline, Youngstown, O. (Saved.)
- Bonnell, Miss Elizabeth, sister of W. F. Bonnell, Cleveland. (Lost.)
- Chaffee, Herbert F., father of H. L. Chaffee, Oberlin. (Lost.)
- Chaffee, Mrs. Adella, mother of H. L. Chaffee, Oberlin. (Saved.)
- Corey, Mrs. P. C., niece of Rev. R. A. George, Cleveland. (Lost.)
- Crease, Ernest, brother of Mrs. Albert Stanley, Cleveland, O. (Lost.)
- Graham, Mrs. W. T., sister-in-law of J. J. Graham, Lisbon. (Saved.)
- Graham, Miss, niece of J. J. Graham, Lisbon. (Saved.)
- Hocking, George, Akron. (Lost.)
- Hocking, Mrs. Elizabeth, Akron. (Saved.)
- Hocking, Miss Nellie, Akron, O. (Saved.)
- Otter, Richard, Berea, brother of W. H. Otter, Cleveland. (Lost.)
- Richards, William, Akron, Ohio. (Saved.)
- Richards, Mrs. William, Akron. (Saved.)
- Richards, son of William, Akron. (Saved.)
- Rouse, Richard, father of Mrs. Harriet Maylun, Cleveland, O. (Lost.)
- Stanley, Roland, brother of Albert Stanley, Cleveland, O. (Lost.)
- Sibley, Mrs. John, Akron. (Lost.)
- Wells, Miss J., Akron. (Saved.)
- Wells, Ralph, Akron. (Saved.)
- Wick, George D., Youngstown, O. (Lost.)
- Wick, Mrs. George D., Youngstown. (Lost.)
- Wick, Miss Mary Natalie, Youngstown. (Saved.)

UNDERGROUND WATERS OF KANSAS

In a territory 200 by 90 miles stretching across the western end of Kansas thousands of derricks are being erected. Every one represents an individual pumping plant that will draw from the great underground lake which lies in the sands beneath this area water sufficient to irrigate a farm of from 40 to 160 acres.

The present year will witness the building of 10,000 of these derricks, which will hold and guide the machinery that bores wells down into the great underflow that is believed to be inexhaustible. When the great augers reach the underground sea of water which has existed beneath the surface for ages, the derricks will be removed and over each well will be installed a windmill. These windmills, which will pump the water to the surface, are tall towers of wood, steel or iron, with fans of almost every imaginable shape and type made of wood or galvanized iron.—New York Sun.

MORE COMING ON THE NEXT.

Opening of the Spring Clothes Season

You young men who like stylish, smart clothes; you older men who like the same thing; you men who want style and smartness along conservative lines; all men, of all tastes in dress; here's notice to you all that we are ready to show you the new models in suits and overcoats for Spring and Summer wearing.

Hart Schaffner & Marx

have made for us the best lot of good clothes ever brought together in this town; new colorings—grays, blues, purple blues, tans, olives, browns. New patterns in tweeds, chevots, homespuns, worsteds, serges, silk mixtures; imported fabrics of many choice textures.

The new models for young men include two and three-button styles; with medium and long roll lapels; the modified English sack with snug shoulders; the high-cut five and six-button waistcoats; and of course the well-known and always popular Varsity; the Shapemaker, and others.

You'll get here also a fine lot of shirts; you'll need some this Spring. New neckwear also; new shapes and styles in soft and stiff hats. The "new" idea prevails. Come and look it over.

This store is the home of Hart Schaffner & Marx clothes.

Young America CLOTHING HOUSE

I. ROSENTHALL, Proprietor

The Big Store on the Corner Cor. Main and Vine Sts., Mt. Vernon, O.

Open Evenings Until 7:30